digging the roads. However, efforts are being made to improve the services and reduce the cable faults.

(d) No, Sir.

(e) As the problem is due to frequent cable break-downs, more and more cable ducts are being provided in that area. In addition, stroger exchanges are programmed to be replaced by electronic exchanges by 1992.

Faulty Telephones of PCO/DTO at the Lake Market, Rashbehari Avenue, Calcutta

889. PROF. SOURENDRA BHATTACHARJEE: Will the Minister of COMMUNICATIONS be pleased to refer to answer to Unstarred Question 814 given in the Rajya Sabha on the 2nd. January, 1991 and state:

(a) whether Government have estimated the exact revenue losses suffered by the Department for such defective and faulty PCO/DTO for about 119 days;

(b) whether any investigation has been ordered for fixing up individual responsibilities;

(c) whether the PCOs/DTOs in different locations of Calcutta are still not in working order;

(d) whether Calcutta Telephones have been failing to improve the service on priority basis without care for the revenue losses;

(e) if so, the facts and details thereof; and

(f) further action contemplated to be taken to reduce the duration of faults at least at PCOs?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAI PARKASH): (a) No, Sir. No clear assessment of revenue loss is possible because of one defective PCO as there are alternate facilities available in the vicinity;

(b) No, Sir. It is known that the fault was due to cable break down.

(c) whenever PCO/DTO go faulty, action is immediately initiated to set it right.

(d) No, Sir. The restoration of PCOs/DTOs is given due priority in accordance with the Departmental instructions whenever any defects are noticed.

(e) The PCOs are listed among the important numbers which are tested daily and their restoration is given priority when they are found defective.

(f) The Departmental instructions for daily testing of the PCOs and periodical inspection by the Telecom. Staff and their restoration on priority if found defective are being enforced.

Frequency of DTC on Delhi Gurgaon Route

890. SHRI B. L. PANWAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to increase the frequency of DTC buses on Delhi-Gurgaon route and to provide its service upto 9 PM from ISBT; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) No, Sir.

(b) Owing to the fleet constraints, enhancement of frequency is not feasible at present. However, in accordance with the instructions of Delhi Admn. No services on Inter-state routes are operating from Delhi after 20.00 hrs. The last trip on Delhi-Gurgaon route from Shivaji Stadium has been provided to operate at 19.30 hrs. The services in this route are operating from Shivaji Stadium in

view of a stay obtained by the private operators of this route through the Court of Law.

Linking of Gurgaon Telephones with M.T.N.L

891. SHRI B. L. PANWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to link Gurgaon Telephones with M.T.N.L. as in the case of Faridabad etc. and do away with STD for Delhi; and

(b) if so, by when and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAI PARKASH): (a) No, Sir. There is no proposal to link Gurgaon Telephones with MTNL on local call basis.

(b) Question does not arise.

"Forest Land in Kerala"

892. SHRI M. A. BABY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any new decision has been taken by Government to give title deeds to the cultivators settlers of Forest land in Kerala; and

(b) if so, the details thereof?

THE MINISTER OF COMMERCE WITH ADDITIONAL CHARGE OF THE MINISTRY OF LAW AND JUSTICE (DR. SUBRAMANIAN SWAMY): (a) No, Sir.

(b) Does not arise.

Occupancy at Jawahar Lal Nehru Port

893. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that berth occupancy at Jawahar Lal Nehru port is very low at present;

(b) if so, the reasons therefor;

(c) what are the names of the shipping lines who have been regular users of the port; and

(d) what steps are being taken to improve the occupancy of the port?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KATADIA): (a) The average berth occupancy at bulk terminal during the year is 74 per ent & at Container Terminal it is 18 per cent which is very low.

(b) The port was inaugurated only in May, 1989 and had teething problems including lack of certain infrastructural facilities. There is reluctance on the part of users to switch over their operations from Bombay to Jawahar Lal Nehru Port.

(c) A list is given in the statement attached.

(d) The following steps have been/are being taken to improve occupancy of the port:

(i) Training of staff.

(ii) Rectification of defects of handling equipments.

(iii) Efforts are being made to get NH 4B completed as early as possible.

(iv) Aggressive Marketing strategy has been adopted to attract more container traffic.

(v) A Tele-communication centre having telex/fax facilities has been opened at the Port Users' Building.

(vi) Central Documentation Centre has started functioning for the convenience of port users.

(vii) Improvement in transport facilities between Bombay and Jawahar Lal Nehru Port has been brought.